

"CIRCULATE THE DOCUMENTS."
Although the election is over, the Independent Democratic Association of the District of Columbia feel disposed to disband their organization. The success of the compromise Democratic candidates at the late election does not satisfy as to the compromise measure as a final settlement of the question of Slavery, and that agitation should continue. The following admirable Speeches can be supplied at the prices named, and orders for them are respectfully solicited:
HON. HORACE MANN'S SPEECH on the Institution of Slavery. Delivered in the House of Representatives, August 17, 1852. Twenty-four pages. Price, including postage, 83 per hundred.
HON. CHARLES SUMNER'S SPEECH on the Fugitive Slave Law. Delivered in the Senate of the United States, August 26, 1852. Thirty-two pages. Price, including postage, 83 per hundred.
HON. N. S. TOWNSEND'S SPEECH on the Present Position of the Democratic Party. Delivered in the House of Representatives, June 23, 1852. Eight pages. Price 75 cents per hundred, including postage. Address A. M. GANDEWER, Secretary, Box 165, Washington City, D. C.

LETTER FROM THE NORTHWEST.
ST. ANTHONY'S FALLS, Oct. 25, 1852.
To the Editor of the National Era:

To those who think of coming to this Territory, it is a matter of interest to know what are the facilities for travel, where are our markets, and where we are to send our products, when we are so prosperous as to have a surplus. To these questions I shall endeavor to give as concise an answer as possible. Our present line of communication to the East is by way of Galena and Chicago. Those coming from the East can reach Chicago either by a trip around the Lakes, by the Michigan Central Railroad or Southern Michigan Railroad; and after the close navigation of the East, a complete chain of railroad around the south side of Lake Erie, from Chicago to New York, Boston, and almost any other place you please. From Chicago west the railroad is already completed to Rockford, between city and ninety miles, and within another year will be completed to Dubuque or Galena—thus connecting the Upper Mississippi with all the cities of the East. Another railroad is in progress from Milwaukee to Prairie La Crosse, a small but rapidly growing town on the Mississippi river, nearly two hundred miles above Galena. This is being pushed forward with such enterprise, that it is expected to be completed in about two years. The eastern portion of it is already in operation, penetrating far into the interior of the State. Minnesota has already been attractive to the health and pleasure seekers of our Eastern cities, and this new facility for travel has been fully realized, the Falls of St. Anthony will rank with Saratoga, Newport, and the White Mountains, as a place of summer resort. Much of our merchandise already comes from Boston and New York, and nothing is to be carried near a hundred miles by wagon across Illinois. The amount of miles will be increased with the ease and cheapness of transportation.

But there is another enterprise commenced, which promises even more for our Territory than those I have mentioned. It is an extensive line of railroad from New Orleans to the Falls of St. Anthony, running on the east side of the Mississippi river, through the best portions of Arkansas, Missouri, Iowa, and Minnesota. The following extracts from the *St. Louis News* of October 9th, and from the *Minnesota Democrat* of the 10th, will give you a more complete idea of the enterprise:
Important Movement.—A line of Longitudinal Railroads from Louisiana to Minnesota, connecting Lake Superior, St. Anthony, and St. Paul, with New Orleans!
One of the greatest and grandest railroad improvements of the age is now engaging the attention of a large number of the most enterprising capitalists in the West. A work of vast magnitude, which we supposed would not be contemplated for many years to come, is already in progress, and before six years expire we may be able to exchange, by railroad transportation, the staple products of the North-west, for the fresh and ripe fruits of the tropics, and, measuring distance by time, St. Paul will be as near New Orleans as it is to Galena. The enterprise is truly magnificent. That it is practicable no one acquainted with the subject can doubt. That it will be accomplished is already assured by the intelligence we this day possess of our country. The wealthiest and most sagacious capitalists of St. Louis have embarked in the enterprise, with a far-seeing and patriotic determination to achieve a grand triumph for the West, and to open a line of the proposed chain of roads will connect with zeal and liberality. New Orleans will embark in the work with enthusiastic energy, and before six months pass away this New Orleans and Minnesota Railroad will be hailed throughout the West and South, as one of the greatest improvements of the age. As the *St. Louis News* remarks, in a strain of enthusiasm, which the subject naturally inspires, "No grander scheme was ever conceived, and no grander enterprise was ever undertaken, which will so completely revolutionize the commerce of the West, and so completely revolutionize the commerce of the West, and so completely revolutionize the commerce of the West."

We publish a call signed by the leading capitalists of St. Louis, who propose that a convention be held in that city, on the first Monday in December, to consider the enterprise, and to insure the completion of this great work, the commencement of which will open a new and brilliant era in the already flourishing career of Minnesota.
In this grand work, the people of St. Paul and St. Anthony have a common and united interest. When it shall have been completed, "the sister cities" will be viewed as upper and lower towns of the same great metropolis, which will be to the North-west what New Orleans is to the South, and St. Louis to the centre—a railroad and commercial terminus, a grand centre of trade, and also, what neither of those cities can ever become, the manufacturing and workshop of the West.
No portion of our flourishing country promises to enjoy a more brilliant destiny than Minnesota; and St. Paul and St. Anthony, combined, must become the great manufacturing and manufacturing heart, not only of Minnesota, but of the vast domain surrounding it, stretching from Lake Superior to the Rocky Mountains, and embracing the intervening area as far North as human enterprise can reach.
To some this may seem visionary; but on a careful examination of the facts in the case, an confident that every intelligent man will agree with the editor of the *St. Louis News*, that "no grander scheme was ever projected; and no grander enterprise was ever undertaken, which will so completely revolutionize the commerce of the West, and so completely revolutionize the commerce of the West, and so completely revolutionize the commerce of the West."

MECHANIC ARTS.—We copy from the *Home Journal* the following notice of a gentleman who has turned his attention to a professional pursuit, and is now successfully engaged in the mechanical business. We hope to hear of more such instances. A liberal education will be found as serviceable in bringing the Mechanic Arts to a high perfection, as it is in making a good lawyer, professor, or physician.—N. Y. Christian Inquirer.
"It is to be regretted that so few scientific and educated men devote themselves to the Mechanic Arts. To some, it may seem a misdirection of literary attainments to employ them in the field of mechanical labor. No so to us. While we admire an Orpheus who could charm into delighted revelry all sentient nature around him when he struck the magic notes upon his lyre, shall we not at the same time admire the Apollo who had the genius and skill to produce that lyre? The rapidity of progress and the perfection of the results in every department of the Mechanic Arts can be indisputably increased by the qualifications to which we refer. We have before us a case in point. Twelve years since, a gentleman, then recently retired from one of the learned professions, devoted himself to the introduction of a more elevated musical literature into the English language than he had previously enjoyed. After years of toil, he produced a translation of one of the largest and profoundest European works on the science of music. That gentleman is now a manufacturer of piano-fortes, and

though it is scarcely two years since his commencement, he has already taken a position among the very best manufacturers in the United States. The gentleman referred to is Mr. J. F. Warner, of the firm of J. F. Warner & Co., 411 Broadway. As our eye glanced upon the advertisement of this firm in our paper, we were led to the above train of reflections. What splendid improvements in this most admirable and popular musical instrument, might be made, if it had more such devotees as the gentleman above alluded to!"
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We can glean but few returns of the Free Democratic vote. We shall know more by another number. Massachusetts gives 29,008; Connecticut, so far as heard from, 2,884; New England, 640; Hudson county, N. J., 129. One hundred and twenty-nine towns in Maine gave, in 1850, Hubbard, 18,600; Crosby, W., 6,796; Tallot, E. D., 6,635; they now give Pierce, 20,367; Scott, 22,902; Hale, 3,888. Willimington, Ind., 32 for Hale. Allegany county, Pa., gives 965 for Hale, an increase over the vote of 1848 of 186; Chester county, Pa., gives Hale 338; Philadelphia city and county, 667. Oswego county, N. Y., gives Hale 2,058; four towns in St. Lawrence county, 360; five towns in Chautauque, 501; Marion, in the county of Wayne, gives Hale a majority of 11 over the Whigs, and 81 over the Democrats, and the Assembly district stands 80 for Hale and Julian; Niagara county, 1,500.
The indications are that New York has given Hale a pretty good vote.
The election of Gerritt Smith will be hailed with joy by the friends of Freedom. Whatever we may think of his speculative views of the Constitution, nobody questions the nobility of his nature. The New York Tribune says:
"The election of GERRITT SMITH to Congress from a District which gives Pierce and King, Seymour, Church & about 900 majority, is a sign of the times. It shows that the most exalted repudiation of the Slavery platform is being made by the people of New York. The indications are that New York has given Hale a pretty good vote."

THE TRIAL OF ELIZUR WRIGHT FOR THE RESCUE OF SHADRACH.
The trial of Elizur Wright for the rescue of Shadrach was held at Boston, on the 22d ult., before the United States Circuit Court, Curtis Judge. The jury being empaneled, Mr. Deane claimed to own the man Shadrach as his slave. Mr. Caphart, of Norfolk, testified himself to be a slave-hunter and slave-whipper. Mr. Riley testified that he said before the rescue, tamely, that he would give twenty-five dollars to buy Shadrach, and proposed to Mr. Wright to do so. Mr. Wright refused to do so, and he would rather give fifty dollars for pistols to shoot the United States officers. Mr. Dana asked whether Mr. Wright's remark was not that he would rather give fifty dollars to help to buy the white slaves? Mr. Riley replied that he knew Mr. Wright proposed to buy things, and not men. Mr. Dana immediately asked, was not Shadrach a thing? This produced a dilemma; silence was the only reply.
On 27th ult., the jury rendered a verdict acquitting Mr. Wright of participating in the rescue of Shadrach.

A DISAPPOINTED MISSIONARY.—The Chicago Citizen says that a missionary was lately sent all the way from Washington to Chicago, under the auspices of Senators Douglas and Shields, to convert Anti-Slavery Norwegians of that place into good Compromise Democrats, but that he went away as he came, without having made a single convert.

RELIGIOUS ANTI-SLAVERY CONVENTION.
MIDDLETOWN, CONN., November, 1852.
To the Editor of the National Era:
Now that the Presidential campaign is over, and the smoke of battle has cleared away, might it not be well to have a general gathering, in order to develop and concentrate religious influences, more especially upon the cause of Freedom? Suppose Philadelphia were selected as the place, and Christmas week as the time, for such a convocation. The city where the Declaration of Independence was first made, and the season when many Christians celebrate the advent of the Saviour, besides being convenient, would seem peculiarly appropriate. Perhaps some simple and comprehensive platform might be adopted, and some mode of Anti-Slavery action suggested, in which all denominations of Christians would harmonize. The surely of the denomination of Friends must by this time begin to see that Slavery is the greatest hindrance to the cause of Peace. While we are all back on the political policy of the Fathers of the Revolution, it is greatly desirable that the different sects of the disciples of Christ should return to their first love, and unite in behalf of liberty, as so admirably exhibited by Mr. Sumner in his eloquent speech against the Fugitive Slave Law. J. B.

STATISTICS OF POPULATION.
It may be interesting to compare the statistics of the cities of the inhabitants of Connecticut with those of New York. Although an interior city, there exist here as large a proportion of foreigners as in the great commercial metropolis.
NEW YORK. CINCINNATI.
Population. 515,547
Native born. 277,752
Foreigners. 237,795
Population. 115,438
Native born. 61,438
Foreigners. 53,970
The elements in the foreign table are widely different:
New York. Cincinnati.
England 9 per cent. Ireland 6 per cent.
Ireland 54 " Ireland 25 "
Scotland 12 " Scotland 12 "
France 1 1/2 " France 1 1/2 "
Germany 22 1/2 " Germany 63 "
Others 10 " Others 3 "
100 100
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